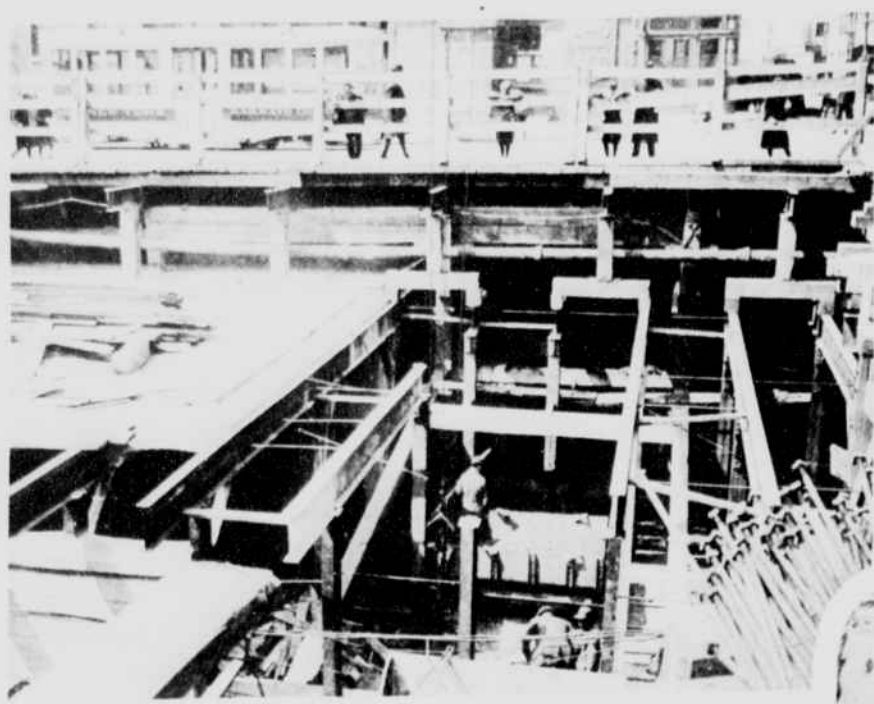
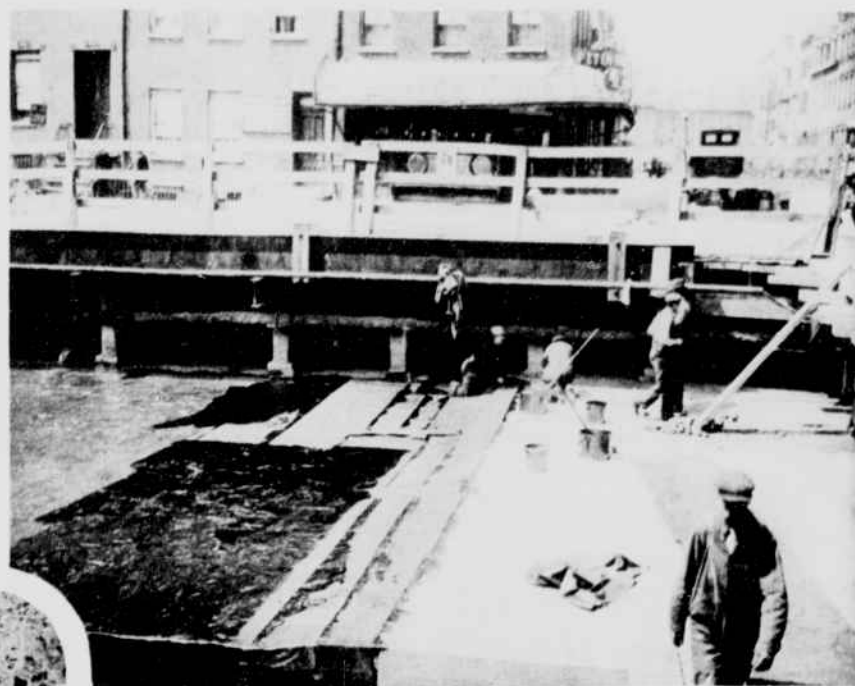


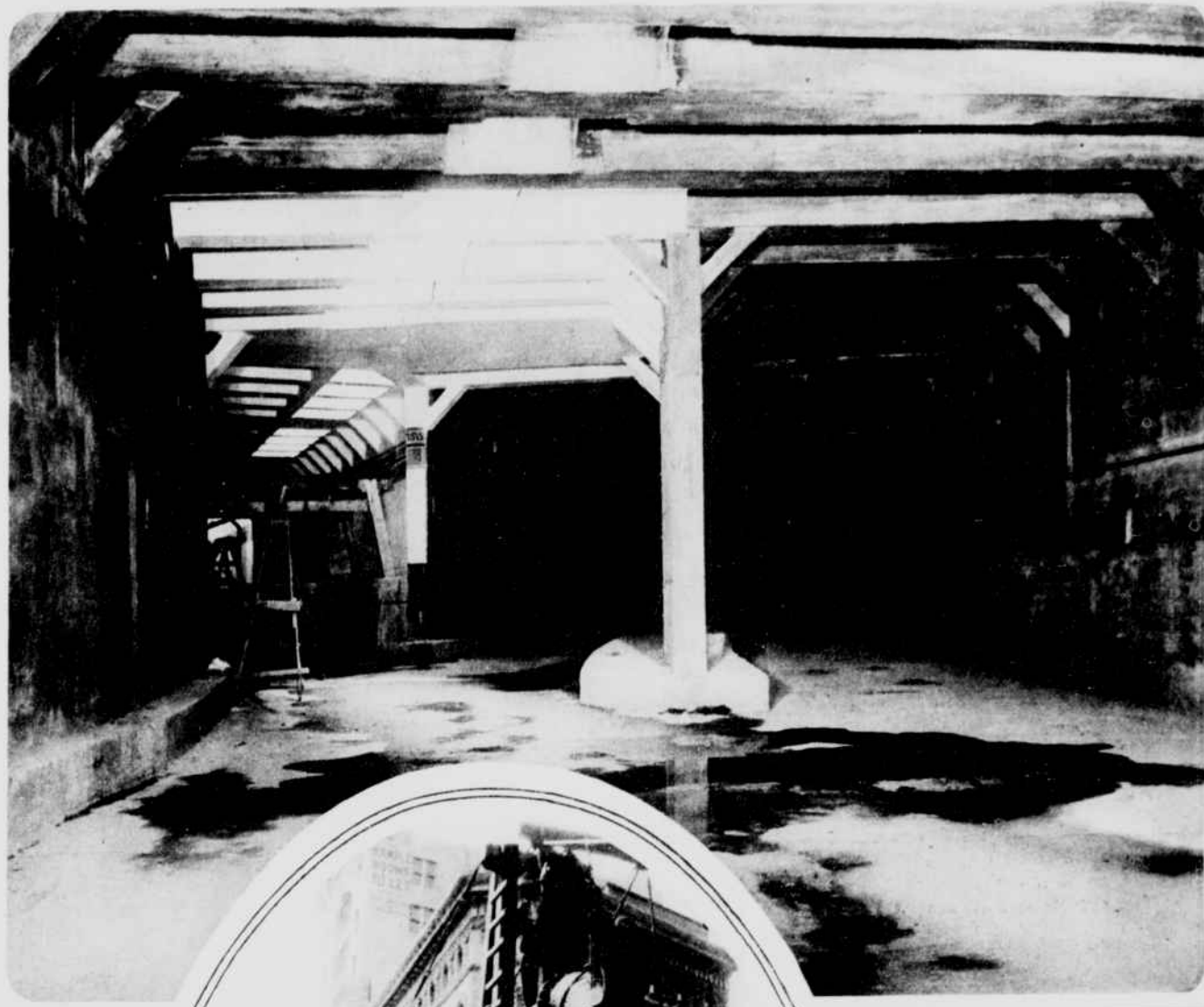
What Building A Subway Means to New York



After the trench has been dug and the bed of the subway prepared, steel posts and cross pieces are erected. Only half of a street is vacated at a time. Note in this picture the surface car running on the rest of the street floored with boards.



At left, Steel structure erected and the work of roofing begun; in the background are houses of Greenwich Village. Above: After the steel beams have been incased in concrete, the latter is hermetically sealed by a layer of waterproof paper covered with hot tar.



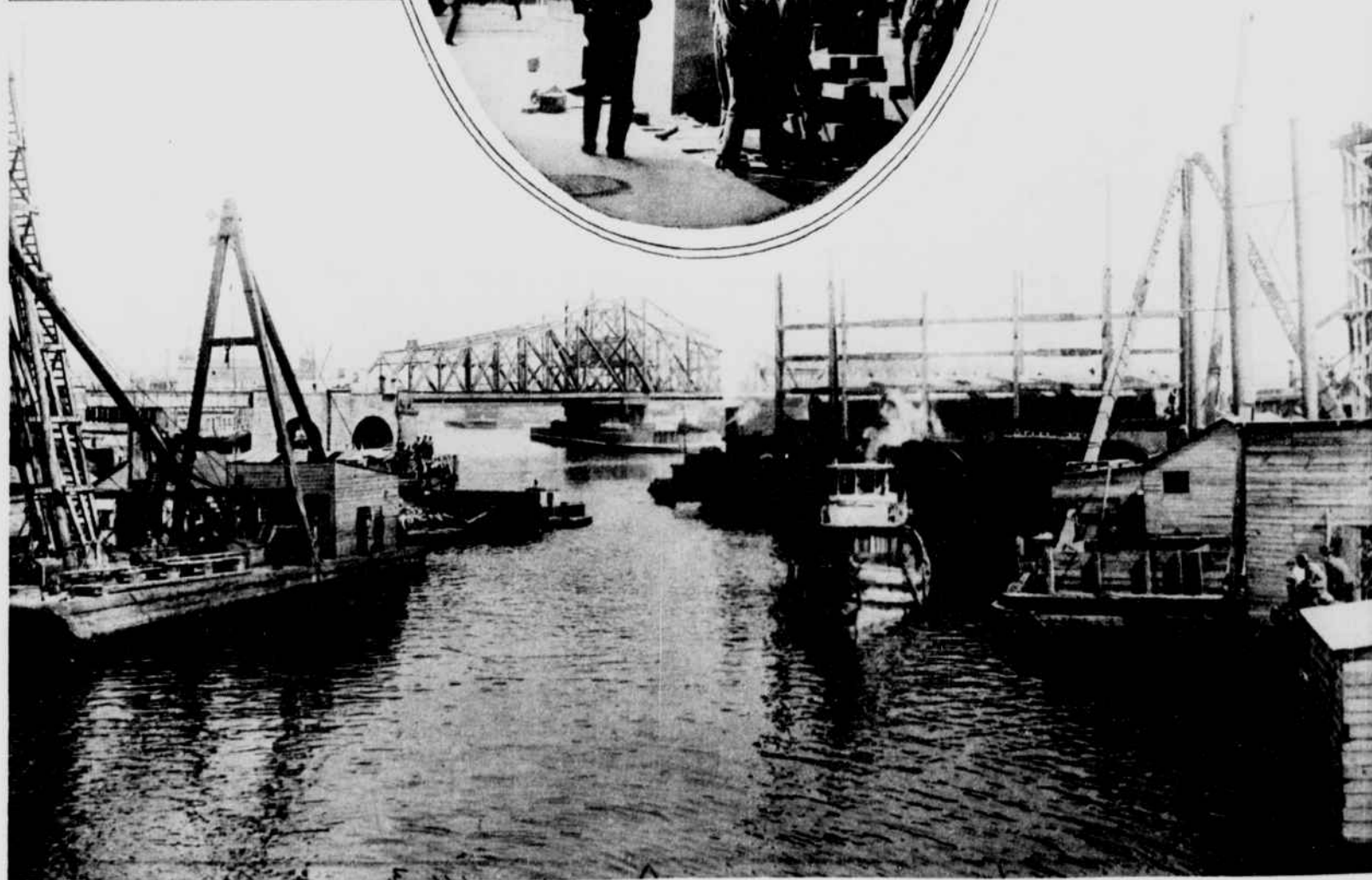
The photograph above shows the watertight steel-constructed, concrete-covered and tar-cemented tube of the subway before the street is restored to its old level and condition. Note at the right the ends of the steel beams that hold up the board-floored street. Traffic along the route of the subway construction literally flows along for blocks at a time upon dry-land bridges. The particular bridge here shown is two miles long and carries double tracks of surface cars.

Every time one of the gas mains shown at right has to be elevated over a street because of subway construction, the city has to foot a charge large

enough to build a suburban residence, for the average cost of each of these bridges is \$3,000. And there are many of them!



The subways are being built without causing serious interruption to traffic, despite the fact that construction follows the lines of the city's most crowded streets. The picture above shows one of the busiest bits of thoroughfare in town—Broadway, looking north from 33d Street—and subway digging is proceeding without hindrance to traffic.



Sinking a tunnel instead of boring it! A cross-section end of the tunnel may be seen at the right of the picture behind the tug-boat. It consists of four iron tubes. They are closed with bulkheads. When these bulkheads are knocked out, the water will enter and the tubes sink into position. They will then be riveted in line and covered with concrete. This work is proceeding at the north end of the Lexington Avenue line, where a crossing to the Bronx under the Harlem River—a distance of 1,100 feet—is being made.

Photos by Charles Phelps Cushing